

CHINA

THE

MAIL.

Established February, 1845.

With which is incorporated The "Hongkong Evening Mail and Shipping List." Published every Evening.

VOL. XXXIV. No. 4715. 第四十月八年八十七百八千一英

HONGKONG, WEDNESDAY, AUGUST 14, 1878.

日六月七月寅戌

PRICE, \$24 PER ANNUM.

AGENTS FOR THE CHINA MAIL.

LONDON.—F. ALGAR, 8, Clement's Lane, Lombard Street, George Street, 30, Cornhill, Gordon & Gotsch, Ludgate Circus, E. C. Bates, Hendy & Co., Old Jewry, E. C. Samuel Dragon & Co., 150 & 164, Leadenhall Street.
PARIS AND EUROPE.—LEON DE ROSNY, 19, Rue Monsieur, Paris.
NEW YORK.—ANDREW WIND, 133, Nassau Street.
AUSTRALIA, TASMANIA, AND NEW ZEALAND.—Gordon & Gough, Melbourne and Sydney.
SAN FRANCISCO and American Ports generally.—BEAN & BLACK, San Francisco.
SINGAPORE AND STRAITS.—SAXIE & Co., Square, Singapore. C. HEINZEN & Co., Manila.
CHINA.—Mackie, Meers A. A. de Mello & Co., Swallow, Campbell & Co., Amoy, Wilson, Nicholls & Co., Foochow, Hedges & Co., Shanghai, Lane, Crawford & Co., and Kelly & Walsh, Yokohama, Lane, Crawford & Co.,

Banks.

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL,.....\$5,000,000 Dollar
RESERVE FUND,.....\$5,000,000 Dollar

COURT OF DIRECTORS.
Chairman—F. D. SASSON, Esq.
Deputy Chairman—W. H. FORBES, Esq.
E. K. BELLIOS, Esq. ADAM LIND, Esq.
B. L. DALBYMPLE, WILHELM REINERS,
Esq.
H. HOPPIUS, Esq. W. S. YOUNG, Esq.
Hon. W. KESWICK,

CHIEF MANAGER.
Hongkong,...THOMAS JACKSON, Esq.
MANAGER
Shanghai,...EWEN CAMERON, Esq.
LONDON BANKERS—London and County Bank.

HONGKONG.
INTEREST ALLOWED.

On Current Deposit Account at the rate of 2 per cent. per annum on the daily balance.

For Fixed Deposits:—
For 3 months, 3 per cent. per annum.

" 6 " 4 per cent. "

" 12 " 5 per cent. "

LOCAL BILLS DISCOUNTED.
Credits granted on approved Securities, and every description of Banking and Exchange business transacted.

Drafts, granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

T. JACKSON,
Chief Manager.

Offices of the Corporation,
No. 1, Queen's Road East,
Hongkong, February 27, 1878.

ORIENTAL BANK CORPORATION.

(Incorporated by Royal Charter.)

RATES OF Interest allowed on Deposits.
At 3 months' notice 3% per Annum.

" 6 " 4% "

" 12 " 5% "

D. A. J. CROMBIE,
Acting Manager.

Oriental Bank Corporation,
Hongkong, July 1, 1878.

CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA.

CAPITAL,.....\$280,000.
RESERVE FUND,.....\$150,000.

Bankers.

THE BANK OF ENGLAND.
THE CITY BANK.

THE NATIONAL BANK OF SCOTLAND.

THE BANK'S BRANCH in Hongkong grants Drafts on London and the Chief Commercial places in Europe and the East; buys and receives for collection Bills of Exchange, and conducts all kinds of Banking and Exchange Business.

RATES OF INTEREST ALLOWED ON DEPOSITS.

On CURRENT ACCOUNTS, 2 per cent. per annum on the daily balance.

ON FIXED DEPOSITS.

For 3 months, 3 per cent. per annum.

" 6 " 4 per cent. "

" 12 " 5 per cent. "

THE CHARTERED MERCANTILE BANK OF INDIA, LONDON AND CHINA.

(Incorporated by Royal Charter.)

CAPITAL,.....\$750,000.
RESERVE FUND,.....\$151,560.10.

Bankers.

THE BANK OF ENGLAND.
THE LONDON JOINT STOCK BANK.

RATES of Interest allowed on Fixed Deposits.

For 3 months, 2 per cent. per annum.

" 6 " 4 per cent. "

" 12 " 5 per cent. "

Besides conducting general Exchange Business, the Bank discounts local bills, payable in Hongkong, and makes advances on approved Banking Securities.

Present Rate of Discount

for approved short sight acceptance,.....5% per annum.

Rates for Advances, according to terms required, may be ascertained on application.

E. H. NELSON,
Manager.

Hongkong, August 1, 1878.

For Sale.

FOR SALE.

E'X LATE ARRIVALS.

CHUBB'S CASH and DEED BOXES.
RODGERS & Sons' Celebrated CUT-
LERY.

MARSH Bros.' GENTS' DRESSING
CASES.

WATERLOW'S & DE LA Rue's STA-
TIONERY.

BILLIARD CLOTHS, and BILLIARD
CHALK.

BILLIARD CUE CEMENT and TIPS.
TABLE GLASSWARE & CROCKERY.
BRUSH-WARE of all Kinds.
ALBUMS.

NOVELS, SCHOOL BOOKS, PRESEN-
TATION BOOKS, &c.

FINE KENT HOPS.

MALT.

CARBOLIC ACID.

CAUSTIC SODA.

CHLORIDE OF LIME.

CROSS & BLACKWELL'S
CELEBRATED HOUSEHOLD
STORES.

California-SODA CRACKERS.

Family PIG PORK in kegs.

Family MESS BEEF in kegs.

Compressed CORNED BEEF.

Compressed OX TONGUES.

Compressed HAM.

BARCELONA and
PEA NUTS.

&c., &c., &c.

TEYSSONNEAU'S FRUITS, in BRANDY,
NOYEAU, and JUICE.

French JAMS and JELLIES.

" O. K." BOUREON WHISKEY

(Bottled by L. A. & Co.)

BASS'S ALE, in pints and qts., bottled
by Cameron and Saunders.

GUINNESS'S STOUT, in pints and qts., bottled
by E. & J. Burke.

BARCLAY & PERKINS PORTER, in Kilder-
kins and Heds.

CLARET, in Cask.

&c., &c., &c.

LAMMERT, ATKINSON & CO.

Hongkong, July 19, 1878.

JUST LANDED EX "NORMANBY."

FRESH APPLES,

IN GOOD CONDITION.

LANE, CRAWFORD & CO.

Hongkong, August 10, 1878.

FOR SALE:

Ex "Elizabeth Childs."

THE GENUINE APOLLINARIS
WATER:

In Cases of 50 large Stone Bottles,
\$9 per Case.

In Cases of 50 small Stone Bottles,
\$6 per Case.

Ex Steamship "Asia."

TIVOLI BEER:

In Cases of 8 dozen White Pint Bottles,
\$15 per Case.

WEILER & Co.

Hongkong, August 6, 1878.

CHINA SUGAR REFINING
COMPANY, LIMITED.

THIS REFINERY MANUFACTURES

OAT SUGAR, (in 5, 10, and 15 lbs.
Loaves.)

CUT-LOAF SUGAR.

CUBE SUGAR (Lyle's Patent).

CRYSTALLIZED SUGAR, mark C. S. R.

(in diamond) 4 ILL*.

Fine WHITE SUGAR, mark C. S. R.

(in diamond) 4 ILL*.

Medium WHITE SUGAR, mark C. S. R.

(in diamond) 4 ILL*.

Yellow SUGAR, mark C. S. R.

COFFEE SUGAR, mark C. S. R.

(in diamond) B.L.

GOLDEN SYRUP, SYRUP, and
MOLASSES.

SPIRITS of WINE and LAMP SPIRIT.

RUM, 45°, 30° O. P., and Naval.

ANIMAL CHARCOAL and DUST.

AMMONIAC LIQUOR, from Bone.

BONE TAR (a preventive of white ants.)

ROUGH BONE TALLOW.

Packed in Quantities and Packages to suit
Customers.

Particulars and Prices on application to
THE MANAGER,

CHINA SUGAR REFINING CO., LIMITED,

East Point,

Hongkong.

March 5, 1878.

Auctions.

NOTICE.

THE Undersigned have received instruc-
tions to sell by PUBLIC AUCTION,

on the Premises, at Noon, on

TUESDAY,

the 20th of August next,—

All the VALUABLE LAND, HOUSES,
&c., &c., situated at the Port of TAMSIU,

FORMOSA, and known as the PAO-

UEN PROPERTY, in TWO LOTS.

Lot 1 consisting of GODOWNS, DWEL-
LING HOUSE, GARDENS, STABLING
&c., &c.

Lot 2, a plot of UPLAND GROUND very
suitable for building purposes.

For particulars of property, and terms of
sale, apply to

ELLES & Co.,

Temple, Temp.

Temp., 29th July, 1878.

1878.

For Sale.

FOR SALE.

LADIES' and GENTLEMEN'S RIDING WHIPS.

CARBOLIC ACID, the best disinfectant.

PORCELAIN ICE PITCHERS.

KELLINE'S DUNDEE MARMALADE.

FOSTER'S Bottled ALE and STOUT.

VEYRON'S CAFETIERES.

BASS'S ALE and GUINNESS'S STOUT, bottled by Foster.

French JAMS.

Notices of Firms.

NOTICE.

THE Interest and Responsibility of the late Mr. J. dos REMEDIOS in our Firm CEASED on the 31st July, 1878, Mr. AGOSTINHO GUILHERME ROMANO and Mr. ALEXANDRE ANTONIO dos REMEDIOS have this Day been admitted Partners thereto. Our Firm now consists of Mr. J. H. dos REMEDIOS, Mr. A. G. ROMANO, and Mr. A. dos REMEDIOS.

J. J. dos REMEDIOS & Co.
Hongkong, August 1, 1878.

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NOTICE.

M^r. CHARLES J. HIRST has been authorized to sign our Firm per Procurator. HESSE & Co.
Hongkong, July 23, 1878.

au23

NOTICE.

THE Interest and Responsibility of Mr. EDWARD CUNNINGHAM in our Firm in Hongkong and China, CEASED on the 31st December last.

J. INGLIS & Co.
Hongkong, June 13, 1878.

au13

Intimations.

THE EQUITABLE LIFE ASSURANCE SOCIETY OF THE UNITED STATES.
HENRY B. HYDE, President.
J. W. ALEXANDER, Vice-President.
SAMUEL BORROW, Secretary.
A. A. HAYES, Jr., General Manager, for China and Japan.

PRINCIPAL OFFICE,
120, BROADWAY, NEW YORK.

Assets.....\$31,700,000
Surplus.....\$ 5,500,000

THE Undersigned having been appointed Agents in Hongkong, China, for the above Company, are prepared to Accept Risks at greatly reduced rates and upon terms very favourable to the assured. For full information and particulars, apply to

OLYPHANT & Co.,
Agents.
Hongkong, January 21, 1878.

NOTICE.

MR. H. SCHÜREN'S PHOTOGRAPHIC STUDIO.
IS NOW OPEN.

HOURS FOR SITTING: EVERY DAY FROM 7 TILL 10 O'CLOCK A.M.

The Atelier cannot be open for more than Two Months.

NOVELTY.

MR. H. SCHÜREN'S NEW SALOON PICTURES, THE FINEST PRESENTS TO BE CHOSEN.

No Really Elegant Drawing Room should be without them.

MR. H. SCHÜREN has much pleasure in introducing in this Colony, the new Style of Photo which undoubtedly will find admirers amongst the intelligent.

The new Saloon Picture is unrivaled for its effects in artistic lighting, and its beautiful details, especially for "Lady's Evening Dresses" and every kind of Ex-Saucered and Plain White Dresses.

Hongkong, July 10, 1878.

au19

W. BALL,
CHINA DISPENSARY.

IMPORTER OF DRUGS, CHEMICALS, DRUGGISTS' SUNDRIES, TOILET REQUISITES, PATENT MEDICINES AND PERFUMES.

Prescriptions Dispensed with Carefulness, and Prompt Attention.

PRAYA WEST, HONGKONG,
Near the Canton Steamer's Wharf.

Hongkong, July 13, 1878.

Not Responsible for Debts.

Neither the Captain, the Agents, nor Owners will be Responsible for any debt contracted by the Officers or Crews of the following Vessels, during their stay in Hongkong Harbour:

ARTIE LOWRAY, British barque, Captain G. Galea.—Vogel, Hagedorn & Co.

BONTEATE, British ship, Capt. G. B. Taylor.—Vogel, Hagedorn & Co.

BERTIE BAGLOW, British ship, Captain Ferguson.—Meyer & Co.

HAZELTON, British barque, Captain C. Mead.—Weller & Co.

ARABIA, British ship, Captain B. A. J. Kleinforth.—P. & O. S. N. Co.

CITY OF SAN FRANCISCO, British steamer, Captain J. Peters.—Melchers & Co.

GLAMORGANSHIRE, British ship, Captain W. H. Riche.—Vogel, Hagedorn & Co.

Hongkong, August 14, 1878.

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Notices to Consignees

NOTICE TO CONSIGNEES.

FROM BOMBAY AND SINGAPORE.

THE S. S. "Speke Hall" having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods and Opium are being landed by Messrs Norton & Co. into Messrs TURNER & Co.'s Praya Godown, whence and/or from the Wharves or Boats delivery may be obtained.

Cargo remaining undelivered after the 16th Instant will be subject to rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by BIRLEY & Co.

Hongkong, August 6, 1878.

au16

NOTICE.

M^r. CHARLES J. HIRST has been authorized to sign our Firm per Procurator. HESSE & Co.
Hongkong, July 23, 1878.

au23

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THE Interest and Responsibility of Mr. EDWARD CUNNINGHAM in our Firm in Hongkong and China, CEASED on the 31st December last.

J. INGLIS & Co.
Hongkong, June 13, 1878.

au13

NOTICE.

RUSSELL & Co.
China, March 3, 1878.

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NOTICE.

THE Interest and Responsibility of Mr. ARTHUR CHART in our Firm CEASED on the 31st December last.

J. INGLIS & Co.
Hongkong, June 13, 1878.

au13

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kohama with 400 tons coal same day, and the *Salamis* for Shanghai on the 22nd.

The well-known ship *Zambanga* is to load at Sydney for Yokohama. The rates of freight offering for nearly all foreign ports have a downward tendency, and little or no business is being done. One or two medium-sized vessels could be placed for Hongkong, and tonnage is wanted for Galle. The quotations are:—*Forwards*: San Francisco, \$2; Hongkong, 17s.; Shanghai, 21s.; Yokohama, 16s.; Chefoo Manila, nominal; Batavia, 5s.; Bombay, 18s.; Singapore, 15s.; and Galle, 16s.

The following items are from the *Japan Gazette*:

The Belgian steamer *Perusia*, from Whampoa to Callao, has put into this port (Yokohama) to adjust her propeller.

The O. & O. steamer *Belpic* left San Francisco on the 1st instant, and is expected to arrive on the 21st.

Several Russian men-of-war on this station have long out-served their commission; and the peaceful prospects now fortunately open relieve them from a stay in these waters which has become monotonous and wearisome. The *Vesdwick*, which sailed a few days since, and the *Haydnmark* as present in this port, have both received the welcome "route," and make their way home, by the Suez Canal, through the usual stages.

The following Notice to Mariners is published in last Saturday's *Gazette*:

Notice is hereby given that a dangerous rocky patch exists in the fairway into Mirs Bay.

The following Magnetic bearings are from it:

Fung Head, N. 16° W.
South of Basalt Island, N. 87° W.
East Ninepin Rock and
Ninepin in line, S. 55° W.

North-east Head Tanakau, S. 25° W.
This patch, about 40 feet long by 30 feet broad, extends in a North-east direction with 8 fathoms of water on it at low water and 15 fathoms close to.

A WRITER in the *American Exporter*, a trade journal of the United States, recommends, on the authority of the U. S. Consul in Hongkong, the establishment of an American Bank in that port. The experiment might be worth trying. Let them try. An American Bank, Yokohama should be the next enterprise. What say ye, absent Vuillemon and Mamelodot? —*Japan Gazette*.

The U. S. Vice-Consul in charge at Hongkong writes to his Government that the direct trade with Hongkong is mainly for re-shipment to other Chinese ports. There is a market for iron of all kinds, lead, quicksilver, gunpowder, kerosene, flour and cotton manufacturers. The Vice-Consul advises that American merchants open up a profitable iron market by sending out consignments, especially of nail and bar iron. The consumption is very large, and American brands and qualities need only to be known to create a demand for them. American banking facilities the leading Chinese ports are greatly needed. The establishment of a bank at Hongkong, or Shanghai, or both, would greatly advance American trade, by affording merchants quicker returns of invested capital, which now have to go through circuitous European channels.—*American Exporter*.

Police Intelligence.
(Before the Hon. C. May.)

August 14, 1878.

DRUNKENNESS.
Matthew Murphy, marine U. S. S. Ranger, was fined 50 cents for the above offence.

STABBING CASE ON BOARD-SHIP.
Richard Dogherty, seaman American ship S. R. Mead, was charged with stabbing the Chief Officer, Mr. John Meier.

Complainant deposed:—The defendant was shipped at Yokohama about 3 months and a half back. At about 6 a.m. this day, the defendant and other seamen were hollering on the deck aft. I was on deck and I noticed that the defendant had been rubbing at one particular place for some time and was sitting down. I heard the 2nd officer tell the defendant quietly to get out of that, as he had been sitting down at that place long enough. The defendant got up muttering something, and then sat down alongside other men and began talking. I said, "Shut up, and go on with your work, don't prevent others working." The defendant said he would not shut up, and there was no one on board who could make him. The Captain hearing this came on deck, and asked what was the matter. I told the Captain what had occurred, and then took hold of the defendant in order to make him go to work at another place, when he grappled me, and we both rolled over once or twice in the sand with which we had been scrubbing. Whilst in this position I noticed that the defendant had an open sheath knife in his hand, and I called out to the 2nd officer, who took it from the defendant's hand, but not before he had inflicted a slight wound on the right side of my back.

By Defendant:—I did not strike you on the head with the piece of stone now in Court.

Charles Dixon, the master, gave corroborative evidence. He denied that he told the defendant and the mate to stand up and have a fair fight.

Defendant said that he had quarrelled with the second officer about the work, and the chief mate said he would make him (defendant) work and struck him in the nose. They then closed, the chief mate struck him on the back of the head with a stone, whereupon (defendant) drew a knife in self-defence.

Christian Thompson and Richard Geo, corroborated defendant's statement with regard to the chief mate having struck the first blow.

Two months' hard labour.

CLEVER CAPTAIN.
Lo Akai and Wong Apo, hawkers, were charged with selling spirits to seamen on board the Spanish steamer *Zambanga*, without a license.

Captain Aranguren deposed that, in consequence of what he heard, he went to the forecastle and found one of the crew in possession of a square bottle of bad spirits. He noticed the defendants in a sampan alongside the ship. Messrs J. M. and F. E. Emanuel were on board the *Zambanga*, and the former got into his steam launch and chased the defendant's boat, but in consequence of the boat dodging about he could not catch it. Mr. F. E.

Emanuel then got into a sampan, gave chase, and intercepted the defendants, who were subsequently handed over to the

Mr. J. M. Emanuel deposed that he was the proprietor of the Cosmopolitan Dock. Whilst passing the S. S. *Zambanga* this morning in his steam-launch he, by the aid of his telescope, observed the defendants have a square bottle on board the steamer. Witness went on board the *Zambanga* and related to the Captain what he had seen, and the bottle was found in the forecastle. It contained rum. Witness chased the defendants, and after some trouble, he, with the assistance of another boat, succeeded in capturing them. One of the defendants jumped overboard and tried to escape.

Defendants stated that they were asked to go on shore and buy some spirits and they did so. They denied having the spirits in the boat. One of the seamen of the *Zambanga* disproved this statement, and defendants were sent to Gaol for six months with hard labour, in default of a fine of \$200.

HAWKERS.
Chun Achi, no licence. Fined 10 cents.
Kwan Achu, hawking salt fish in the streets. Fined 25 cents.
Hong Acheung, hawking ducks in the streets. Fined 20 cents.

FIGHTING.

Lau Aszo, a hawker, and Wong Achu, a cook, fighting in the streets; 2nd defendant having a stone in his hand, with which he was beating his friend.—1st defendant fined 50 cents, 2nd fined \$1.

China.

(*Amoy Gazette*)

We are given to understand that 3,400 pounds of coal, 7 pounds of copper and 49.78 pounds of iron have been salvaged by the natives of South Formosa (*Kua Leeng Bay*) from the wreck of the late ship *Forest Belle* and handed over to the authorities for adjustment and distribution. The adjudication is to be made by the Tao-tai and Consul according to Amoy can Admiralty principles. This is certainly an improvement on the old-fashioned manner of dealing with wrecks by the people of South Formosa, and gives promise of better state of affairs in future.

The German brig *Carl Ludwig* which left the harbour yesterday morning (Aug. 9th) with a cargo of sugar for Tientsin, was stranded on Marina reef (Six Island), the water being low, where she remained stationary. Fortunately there was no wind at the time, otherwise the danger would have been greater. Captain Liu-i-chu kindly placed his gun-boat *Chen-an*, at the disposal of the German Consul, and proceeded with Mr. Blasmarc to the scene of the disaster, and the *Chen-an* returned to Port in the evening with the stranded vessel in tow, the tide having arisen sufficiently to float her off. We understand that the *Carl Ludwig* is to go into dock to be surveyed and repaired.

Last Freight Settlements.—*Nadezhda*, 4,500 piculs, hence to Tientsin and back, via Newchwang, 28 lay days, \$2,250.
Auguste Reimer, 4,700 piculs, same voyage, 30 lay days, \$2,350.
Carl Ludwig, 5,500 piculs, same voyage, 50 lay days, \$2,600.

Frederick Perthes, 9,500 piculs, to Tientsin, 18 lay days, \$1,900.

Catharina, 8,400 piculs, Chefoo and back, \$1,000, or Newchwang and back, 22 lay days, \$1,400.

A Correspondent writes:—Robberies here have been very numerous of late. The latest was a remarkably bold attempt to rob a house without committing burglary. A gentleman the other evening, while performing on his piano, happened to look behind him, when he saw a long bamboo pole, on the end of which was a hook, and this hook was manoeuvring to pick up a watch on a table. The implement had been thrust through the window blinds. It was dropped by the manipulator, who being fleet of foot made good his escape.—N. C. D. News.

FOOCHOW.

(*Herald*, Aug. 8th.)

The Chinese corvette *Yang Woo* is now moored alongside the Arsenal wharf at Mamoi. Her guns and topmasts have, we hear, been removed—as a preliminary to a thorough overhauling on the patent slip of that establishment.

Up to yesterday afternoon all was quiet on the English Church Mission premises at Wu-shih-shan. But we understand that the enlightened gentry and so-called literati in and about the city are still industriously engaged in secretly plotting the destruction of the obnoxious building.

Owing to the distress in the North, the Canton Guild have, we understand, decided to forego the customary midsummer "Sing-Song" at their Club House. This has been done, we hear, in compliance with the expressed wishes of the local officials, who protest against public entertainments in time of national trouble like the present.

The S. S. *Europe* arrived 3rd instant, from Shanghai, and reports having met with very heavy weather on the passage, in consequence of which it became necessary to lighten the vessel by throwing some of her deck cargo overboard. She also ran down a whale—the blades of the screw propeller absolutely cutting the monster in two. This incident caused some excitement on board,—the first impression being that the vessel had struck a rock.

The heat at Shanghai has, we hear, been very oppressive, and several cases of sun-stroke are reported. Old residents in the Model Settlement declare the present to be the hottest summer experienced for many years past. At Tientsin it has also been exceptionally hot, the thermometer ranging from 86° to 105° in the shade.

The following communication from Her Britannic Majesty's Consul, in reference to the Wu-shih-shan disturbances alluded to in our last issue, has been received:—

"British Consulate,
Foochow, 3rd August, 1878.

"Her Majesty's Consul presents his compliments to the Editor of the *Foochow Herald*, and begs leave at once to correct the statement, made in the *Herald* of Thursday the 1st instant, with reference to the Mission premises, 'that at least one high Chinese official has given his consent to this meditated outrage.'

"The truth is, that the Chinese authorities, high and low, have on the contrary been making every effort to calm popular irritation and to maintain the peace."

"It is regrettable that persons, when furnishing the Editor with items of news, do not in the first place make sure of the truth of their statements, since they help

to circulate false reports calculated to distract the public mind, and to convey abroad erroneous impressions."

The *Starred*, in an article on "The Wu-shih-shan Disturbance," vindicates the position it has taken up, and asserts that the action or inaction of the native authorities clearly bears out its statements. It says:—"That at least one high Chinese official has allowed his name to be used in connection with the disgraceful proceedings under notice has been made so clear to our mind that we feel not the slightest hesitation in re-affirming our previous statement. The name of this official, and the circumstances under which the information concerning him were obtained, are, as already stated, withheld from our readers, for obvious reasons,—the soundness of which will no doubt be fully understood."—Ed. O.M.J.

SHANGHAI.

(*Newspaper*)

The wrecked ship *Harlaw*, together with her cargo of 1,100 tons of Wollongong coal, as she now lies on the North Bank, was yesterday sold by public auction, by Mr. E. W. Rice, for £1,65. It is said that Chinese have already stripped the wreck of everything they could get at, and no doubt this to a certain extent had the effect of lowering the price.

Captain Woolcott, commanding the P. & O. s.s. *Pekin*, has kindly supplied us with a description of the typhoon he encountered during the passage from Hongkong. It was as follows:—At 6 a.m. on the 20th, we passed Turnabout with the wind fresh from N. and by E., but no indication of a typhoon. From that time until noon we passed several ships running with their fine weather sails set. At noon, finding the barometer going down slightly and heavy rollers coming in from the eastward, causing ship to roll heavily, I headed her out to the eastward, eased the engines to dead slow, and waited for a change of wind, which would have indicated whether the storm was to the North or South, but it remained steady from the same quarter. I now furled all awnings, battened down the hatchways, and prepared the ship for the worst. At 2 p.m. it blew a "hard" gale from N. and by E., which increased up to 7 p.m., when it blew a perfect hurricane, with furious gusts and very confused sea. At 8 o'clock both the wind and sea decreased in violence. At 9 o'clock the wind fell light and hauled round to the S. by E., and continued light until midnight, when a sudden and terrific gale came from the S. S. W., accompanied with blinding rain and spray, causing the ship to lay over on her port side at an angle of 35°. At 0.15 a.m. on the 31st, the mail boat was washed clean away from the davits, and was by another sea washed half-way up the main rigging and landed on the quarter deck. In the morning her anchor and chain was found on the top of the foremost davit, it having fallen out of her when up in the rigging. At the same time the gig was crushed against the davits, and the port cutter, although at the davit heads, was in heavy lurch to port, filled, and had her bows rent open. The typhoon was at this time raging with terrific force, and the sea was washing clean over the ship, she being quite at the mercy of the elements. Towards daylight the weather cleared up, but continued to blow a hard gale from the S. W. Examined ship fore and aft, and found a considerable quantity of water in the second class accommodation, and also in the purser's store on the port side. The lowest reading of the barometer was 28.6.

We are informed that Yang Yeh-lin, the actor who was so terribly tortured a few years ago for marrying a Mandarin's daughter, visited Shanghai during the present week, and advertised his willingness to accept an engagement to perform at one of the native theatres. This coming to the knowledge of the authorities, the unfortunate actor was again seized and thrown into prison. It is said that a foreigner, commiserating the poor fellow's position, managed by becoming security, to procure his release, but only on the understanding that he would never be permitted to pursue his calling in Shanghai, and that he should instantly depart.

It is with regret that we have to record the death of another old resident of Shanghai, Mr. A. H. de Carvalho, the Acting Consul-General for Portugal. Deceased, who we believe had been ailing for some time, died at half-past three o'clock yesterday afternoon, in the sixty-second year of his age. He was one of the oldest residents, having arrived in Shanghai in the year 1851, commencing his career as printing manager of the N. C. *Herald* office. Deceased's obsequies will, we understand, be marked with more than usual solemnity. A requiem mass will be celebrated at eight o'clock this morning at St. Joseph's Cathedral, and the funeral procession will leave the Cathedral at six o'clock in the evening.

We hear that the two new steamers which have been built in England for the China Coast Steam Navigation Company, the *Shun-tee* and *Dona Isabel*—have left for Shanghai, the former on the 1st inst., and the latter on the 7th. The *Shun-tee* is said to be somewhat similar to the *sin Nanjing*, but with rather more beam, and more elaborately fitted. It is expected her accommodation for saloon passengers will be a great improvement, while her speed is represented to be superior to that of any other steamer at present on the Northern route.

The water mark at Hankow, when the *Kiangnan* left on the 7th inst., was over 40 feet, and the water was still rising. The destruction caused by the floods is described as being very great. The foreign settlement of Hankow is submerged, and with one exception the lower rooms of the houses are flooded, and are only inhabitable in the upper storeys; while sampans and cargo boats navigate the Bund and streets. The flat outlying country is under as far as eye can reach on either side of the river from Hankow down to Wuhu, and the prospect is of a vast sea.

—marked contrast, indeed, to what it is in the season of the year when some of the steamers cannot proceed higher than Kiukiang. The damage to the crops can be better imagined than described. It is thought the water has now reached its greatest height, and it is only to be hoped that it will subside quickly, to enable a

me to clear any vessel, properly lighted. Was close hauled on port tack at time of collision.

Edward Northcote, 1st Mate, examined:—I came on deck on the night of the 1st Aug. to take ship with all hands at midnight. After the Capt. had put the ship about I completed trimming all sail and sent the starboard watch below. I then went aft to relieve the 2nd Mate, and received my orders from the Capt. before he went below. He told me to be particularly careful about the look-out, as there were several junks about and the night was very dark. He also told me to let him know if any change occurred in the weather. After he went below I went forward to ascertain who had the look-out and to tell him to be very careful to keep a sharp look-out. About 3 o'clock he reported a junk right ahead.

He had no lights and I had only just time to keep the ship off to clear him. About 3 o'clock I passed another one in a similar manner, both of them being reported by the man on the look-out. About half-past three I was standing off on the lar side of the poop, looking forward to see if I could see anything, and after standing there a minute or two I thought I could make out some dark object on the ice bow; we were braced sharp up at the time on the port tack. I immediately ran forward and saw some object under sail, but not having any lights I could not tell which tack she was on. I immediately ordered the helm to be put hard up and the gaff topsail to be hauled down, both of which orders were executed

at once. The wind was very light at the time with drizzling rain and misty and a heavy southerly swell. About a minute and half after my first sight the vessel emigrants took passage without entering into a contract, and of these, three went away yesterday morning, the other two remaining in connection with the forthcoming suit in the *Tolo Saibun-sho*.

(*Moil*)

The Russian barque *Kurik*, which, as we remarked last week, was detained on account of diplomatic trouble having arisen, regarding the transport of Japanese emigrants to Peru, has left the port. One Japanese passenger only went in her—a gentleman travelling for his pleasure, and paying his own passage. The men under contract to the representative of a German firm there have been compelled by the native Government to break their contracts, and their expenses during detention having been paid for them, have now been dismissed to their homes, with a bonus of \$10 each presented to them by their paternal rulers. The question of compensation to the German merchant remains for decision, and we may have to refrain from further comment for the present, as it looks as if it would come to sub judice.

THE LOSS OF THE GERMAN BARQUE "EMMA."

The following is a portion of the evidence taken before the Court of Enquiry at Amoy:—

J. J. Jorkinson, Master of British barque *The Goolwa*, examined:—At midnight on the 1st August, the weather was very dark and misty with drizzling rain and occasional squalls. I took ship and stood for the S. W., wind about S. E. E. with heavy southerly swell, up to 2 a.m. I heard a noise-deck, and jumped upon deck. I found the ship was kept off for a fishing junk that had no lights up, and we passed within half a cable's length from her. Then I cautioned the mate, saying as I had done previously that night, to keep a sharp look out and told him to haul down top gallant and royal stay sails. I then went below again. At about 1 past 3 a.m. I heard a noise and ran on deck. I was met in the companion hatch by the eldest apprentice that had run down to call me. I felt a shock before I got on deck. I immediately ran forward and saw the jibboom and bowsprit over another ship's deck. I could not make out what rig she was at the time. I told the starboard watch to back the main yard and the port watch to let go jib-boom, fore royal and top gallant yards were let go by the run. I sang out to the other vessel to cut away our gear, but received no answer from her. I went up to our carpenter and got hold of axes and choppers, gave them to my mates and told them to cut away everything forward, and sent the carpenter to round the pump and stay by the pumps and let

Mails.

NOTICE.
COMPAGNIE DES MESSAGERIES
MARITIMES.

PAQUEBOTS POSTE FRANCAIS.
STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
POINT DE GALLE,
ADEN, SUEZ, ISMAILIA, PORT
SAID, NAPLES, AND
MARSEILLES;
Also,
PONDICHERY, MADRAS, CAL-
CUTTA AND BOMBAY.

ON SATURDAY, the 17th August, 1878, at Noon, the Company's S. S. PEIHO, Commandant PASQUALINI, with
MAILS, PASSENGERS, SPECIE, and
CARGO, will leave this Port for the
above places.

Cargo and Specie will be registered for
London as well as for Marseilles, and accepted
in transit through Marseilles for the
principal places of Europe.

Shipping Orders will be granted until
Noon.

Cargo will be received on board until
4 p.m., Specie and Parcels until 3 p.m.
on the 16th August, 1878. (Parcels are
not to be sent on board; they must be left
at the Agency's Office.)

Contents and value of Packages are re-
quired.

For further particulars, apply at the
Company's Office.

H. DU POUY,

Agent.

Hongkong, August 7, 1878. au17



STEAM FOR
Singapore, Penang, Point de Galle,
Aden, Suez, Malta, Brindisi,
Ancona, Venice, Mediterranean
Ports, Southampton, and
London direct.

Also,
Bombay, Madras, Calcutta, and
Australia.

THE PENINSULAR AND ORIENTAL STEAM
NAVIGATION COMPANY'S Steam-ship
PEKING, Captain W. WOOLCOCK, will
leave this on SATURDAY, the 24th
August, at Noon.

For further Particulars, apply to
A. LIND, Superintendent.

Hongkong, August 12, 1878. au24

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP
COMPANY.

THROUGH TO NEW YORK, VIA
OVERLAND RAILWAYS, AND TOUCHING
AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamer CITY OF
PEKING will be despatched for San
Francisco, via Yokohama, on SATURDAY,
the 24th Instant, at 3 o'clock p.m., taking
Passenger and Freight, for Japan, the
United States, and Europe.

Through Bills of Lading issued for trans-
portation to Yokohama and other Japan
Ports, to San Francisco, to Atlantic and
Inland Cities of the United States via Over-
land Railways, to Havana, Trinidad, and
Demerara, and to ports in Mexico, Central
and South America by the Company's and
connecting Steamers.

Through Passage Tickets granted to
England, France, and Germany by all
trans-Atlantic Lines of Steamers.

A REDUCTION OF TWENTY PER
CENT on regular rates is granted to
OFFICERS OF THE ARMY AND NAVY,
AND MEMBERS OF THE CIVIL AND
CONSULAR SERVICES IN COMMIS-
SION.

Freight will be received on board until
6 p.m., of 23d Instant. Parcel Packages
will be received at the office until 5 p.m.
same day; all Parcel Packages should be
marked to address in full; value of same
is required.

Consular Invoices to accompany Overland
Cargo should be sent to the Company's
Offices in Sealed Envelopes, addressed to the
Collector of Customs at San Francisco.

For further information as to Passage
and Freight, apply to the Agency of the
Company, No. 3, Praya Central.

RUSSELL & CO., Agents.

Hongkong, August 8, 1878. au26

AFONG,

PHOTOGRAPHER,
by appointment to
H. E. SIR ARTHUR KENNEDY,
H. E. ADMIRAL ALFRED P. RYDER,
and to
H. I. H. THE GRAND DUCHE ALEXIS
OF RUSSIA.

THE above has pleasure to inform the
public of Hongkong that he has ob-
tained the assistance of Mr. Griffith (for
many years manager and principal operator
to Mr. Saunders of Shanghai), and having
carefully arranged the light of his New
Studio and secured the newest and best
appliances for obtaining the highest excel-
lence in his work, he is now ready to pro-
duce all the latest Novelties in Photo-
graphic Portraiture.—A large and varied
assortment of Views always ready. Superior
Enlargements made at shortest notice.

STUDIO, QUEEN'S ROAD,
nearly opposite The Hongkong Hotel,
Hongkong, July 5, 1878.

To Let.

TO LET.

(With possession from 1st September next.)

THE COMMODIOUS PREMISES, known
as "IDEWILD," SAVOUR ROAD, at
present in the occupation of the Hon. GEO.
PHILLIPS.

Apply to LINSTEAD & CO.

Hongkong, August 6, 1878. au18

TO BE LET.

TWO Excellent STONE-FLOORED
GODOWNS, on Marine Lot No. 10,

Praya Central.

Apply to TURNER & CO.

Hongkong, August 1, 1878.

TO LET.

A THREE-STORIED DWELLING
HOUSE, No. 113, Queen's Road

East (Spring Gardens). Water laid on.

Apply to D. NOWROJEE,

HONGKONG HOTEL.

Hongkong, July 25, 1878.

TO LET.

THREE OFFICES, in Club Chambers

THE BUNGALOW, No. 24, Gage St.

Apply to DOUGLAS LAPRAIK & CO.

Hongkong, July 12, 1878.

TO LET.

IN THE HOUSES ON MARINE LOT 65,
formerly known as the Blue Houses,
situate on Praya East:—

HOUSE NO. 2, Praya East. The base-
ment, together with First
Floor, or separate if desired,
with possession on the 1st July.

HOUSE NO. 8, Praya East. The whole
House or in Flats, with
possession on the 1st of
August.

As also,

The DWELLING HOUSE to the Eastward
of Pier at Wanchai. May be had as an
entire Dwelling or in Apartments of two or
three Rooms to suit convenience, with
immediate possession. Fine spacious Ver-
andah looking on to Harbour.

TO LET.

FIRST CLASS GRANITE GODOWNS,
attached to Blue Houses at Wanchai,
MARINE LOT 65.

For particulars, apply to

MEYER & CO.

Hongkong, June 21, 1878.

TO LET.

HOUSE No. 9, Queen's Road Central,
with Godowns attached.

Houses No. 4, and 9, Seymour Terrace.

DAVID SASOON, SONS & CO.

Hongkong, January 4, 1878.

INSURANCES.

THE SCOTTISH IMPERIAL INSUR-
ANCE COMPANY.

THE Undersigned having been appointed
AGENTS in Hongkong for the above-
named Company, are prepared to grant
POLICIES against FIRE on Buildings, or
on Goods to the extent of \$50,000, at the
usual Rates, subject to a discount of 20
per cent.

Attention is invited to a considerable
reduction in Premiums for Life Insurance in
China.

MEYER & CO.

Hongkong, August 13, 1878.

QUEEN FIRE INSURANCE
COMPANY.

THE Undersigned are prepared to grant
Policies against Fire to the extent of
\$45,000 on Buildings, or on Goods stored
therein, at current local rates, subject to a
Discount of 20% on the Premium.

NORTON & CO.,

Agents.

Hongkong, January 1, 1878.

THE CHINA FIRE INSURANCE
COMPANY, LIMITED.

HEAD OFFICE—HONGKONG.

AGENCIES at all the Treaty Ports of
China and Japan, and at Singapore,
Saigon and Penang.

Risks accepted, and Policies of Insurance
granted at the rates of Premium current at
the above mentioned Ports.

NO CHANGE FOR POLICY FEES.

JAS. B. COUGHTRIE,

Secretary.

Hongkong, November 1, 1871.

LANCASHIRE INSURANCE
COMPANY.

(FIRE AND LIFE.)

CAPITAL—TWO MILLIONS STERLING.

THE Undersigned are prepared to grant
POLICIES against FIRE on Buildings or
on Goods stored therein, on
Vessels in Harbour, and on Hulls of
Vessels in Harbour, at the usual Terms
and Conditions.

Proposals for Life Assurances will be re-
ceived, and transmitted to the Directors
for their decision.

If required, protection will be granted on
first class Lives up to £1000 on a Single
Life.

For Rates of Premiums, forms of pro-
posals or any other information, apply to

ARNOLD, KARBERG & CO.,

Agents, Hongkong & Canton.

Hongkong, January 6, 1877.

AFONG,

PHOTOGRAPHER,

by appointment to

H. E. SIR ARTHUR KENNEDY,

H. E. ADMIRAL ALFRED P. RYDER,

and to

H. I. H. THE GRAND DUCHE ALEXIS
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graphic Portraiture.—A large and varied
assortment of Views always ready. Superior
Enlargements made at shortest notice.

STUDIO, QUEEN'S ROAD,

nearly opposite The Hongkong Hotel,

Hongkong, January 6, 1877.

INSURANCES.

YANGTSZE INSURANCE ASSOC-
IATION.

Capital fully paid up.....

Permanent Reserve Fund.....

Special Reserve Fund.....

Total Capital and accumula-
tions this date.....

£1,420,000

£230,000

£104,000

£754,000

£1,754,000

£1,754,000

£1,754,000

£1,754,000

£1,754,000

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